CONTERNATIONS WITH PROMINENT SHIP OWNERS AND BUILDERS REVISED BY THEMSELVES.

Beeline in Our Foreign Carrying Trade-

a crew, in obtaining clearances, and in various other ways we are pincked. The law is an en-pressor and not a projector. It destroys in-stend of fostering our interests. THE DIFFERENCE UNDER THE LAW.

THE DIFFERENCE UNDER THE LAW.

"Put an English steamship on one side of a pier and an American vessel on the other." Mr. Alexandre continued. "and the Englishman will run off the American. The American, by American iaw, is restricted as to quantity and class of freight and as to the number of bassengers, and the Englishman can carry what he pleases and as much as he pleases. Then scain, we are loaded down with patent appliances. We are forced to use all sorts of patented inventions, whether we want them or not. The owners of British ships, on the contrary use only such inventions as they think are of real benefit to them. Here is another phase of the case. English captains can purchase all their stores and supplies in bond free of duty; and Americans must, buy their goods after the duties are paid. For instance, if we wanted to paint one of our vessels with English paint, we must pay the duty on it. If we copper a vessel, we must use copper on which a duty has been paid. Such laws drive American shipping to Europe for repairs. Why, only the other day one of our ships came into port with a sarplus of English coal after a long trip. She was not all went of the case of the range of the range of the case of the cas

ig duty of \$1 per ton. "nen. again," said Mr. Alexandre, "the Then, again, said Mr. Alexandre, "the American authorities insist that we shall have an espionage of our passengers and crew. If it yeigars are found in the berth of a cook of one of our vessels we are held responsible. The saip is serzed, and we are compelled to pay a fine to have her released. Let me give you an example. On Oct. 19, 1879, the City of Washner in brought to this port a passenger, whose location brought to this port a passenger, whose location brought to this port a passenger, whose location was trunks behind him. We brough thom in the baggars room. On that same night Custom House officers visited the baggars room, opened the trunks, and found them filled with eigars. That was amough. They confisented the digars and fland us \$709. We mut to bond the snip. The direction and he relused to remit the file. He was the first and the relused to remit the file. He was the first that the file of the passenger, we trobested. We can't expanding he appassenger, we trobested. We can't expanding a passenger, we trobested. We can't expanding a passenger of the part of the vernant officials. We have off-pred to carry (beston H are a least of the was a large to the companies of the schools of their work, and reliaving ourselves of all resounds that the part of the vernant officials. We have off-pred to carry (beston H are meeted, we are still at the morey of the schools of their work, and reliaving ourselves of all resounds of the schools of the schools

Views of Mr. Rufus Haigh of the Pacific Mail steamship Company.

be interesting to know what this company has done with its old ships. From the time you leave California you can run clean around Cape Hora, taking in Mexico, Central America, and all of Bouth America on both sides until you strike the Florida reefs without travelling on a steamship that has been inspected by anybody but its Captain and engineer. That's a great field for free ships, and those interested are putting them there as fast as possible."

GOYFERSATIONS

WITTER

PROPERTY PROPERTY.

When Provided By the Sarreins

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"I am more of a ship owner than a ship builder." said Mr. Rosch. "I have five dollars invested in ships to every dollar invested in ship building. My ships are iron ships, and are engaged in the foreign trade. I am falsely represented as in favor of subsidies. I hope our Government will never vote a dollar of subsidy to any private person, nor ever favor one section of the country in preference to another. I believe in throwing open the mail service to ail American ships, and of giving it to the lowest bidders. I am now forced by Government to carry the mails to Brazil at rates below the rates for first-class freights. I carry them 132,000 miles a year, for which service the Government allows me \$2,500. This is a fortieth of what England pays for a similar service. The same company, under contract between New York and other constwise ports, gets twenty times as much for a similar service. Ships carrying the mail in our coastwise trade but shins in the foreign trade are compelled by law to carry the mails for letter postage. Let me illustrate. The coasting line from Galveston to Brashear, Texas, was in 1877 paid \$50,000 for carrying the mais 58,500 miles, or at the rate of 85 cents per mile, while the Amerat the rate of 85 cents per mile, while the American line from Philadelphia to Liverpool, because running in the foreign trade, was naiding \$1,995.05 for carrying the mails 138,000 miles, or 15 cents per mile, and was obliged to varry thom. Such a law is actually a discrimination against American capital invested in the foreign trade. Worst of all, the man who tries to right it is bounded down as a subsidy beggar. Government will not allow my Bynnian steamers to leave the dosk without the mails, it forces me to carry them. It assumes the right to injure my business. If it held its bands if, and I was not compelled to take the mails, ascenanis of New York and Brooklyh would be jushing slown to the dook on Steamer day. therefamins of New York and Drousing, would be rushing down to the dock on steamer day with thousands of letters and would have for rates for their delivery. Toniy demand that I have the same right as other American carriers to serve the Government or not, as I shoose. If I do serve it I want to be paid a fair and just price for that service, such as all other nations pay."

see this giving mean an eccentrally to design and the property of the expensive the control of of the expensive the ex

four ships for \$2,500,006 gold. They would have cost the American company a conversion of \$3,500,000 greenbacks into gold, or \$1,000,000 more than a foreign company. The heavy taxes and the double rates of interest on capital would have made it impossible for American merchants to buy English ships. The truth is that England was pressing that free-ship bill in the name of the American merchants. She expected a general European embroilment when France and Germany went to war. Her shipping and her commerce would be endangered. She wanted to place her ships under the protection of our fing under false titles, covering those titles with mortgages, so that our ownership would be only temporary. After the danger was over, she would take the ships back under her own flag, where the taxes were very small. After the adjournment of Congress in 1871, certain of the New York and other newspapers urged an extra session in the interest of free ships. They had not a word for American labor. They said nothing about ropealing the 25 per cent, war tax on construction or the 3 per cent, tax on the ownership of American vegsels. They just wanted to bring the foreign-built ship into this country free. Each year this same free-ship bill is brought before Congress, and a clamor made for the admission of foreign ships free, whils the ships built at home are subject still to heavy taxation. If foreign interest was pressing the bill years and, why not to-day? It is certainly suspicious to see free-ship men always advocating a polloy that makes us dependent on England."

"But as England already has the built of our

PREE SHIPS NO REMEDY.

certainly suspicious to see free-ship men always advocating a polloy that makes us dependent on England."

"But as England already has the bulk of our carrying trade, why should she seek to injure it by selling us her ships?" we inquired.

"It is true that her profit in building ships would be smail," Mr. Roach replied, "In comparison with that of carrying our freight. Under the existing laws, she takes from us from \$60,000,000 to \$90,000,000 a year. She is willing to give up a portion of this business temporarily for prospective advantage. She well knows from her own experience, when, years ago, she began to buy wooden ships from us, and from the experience of France and Germany, that we never could compete with her unless we were able to build our own ships. Our ship yards once closed, she could easily regain anything she might have lost, with the advantage of having thoroughly discouraged American shipbullders. American enterprise would be erippied."

Even with free ships, do you think it would be possible for our merchants to compete with the English in the carrying trade?" Mr. Roach was asked. "Are their ships not manned and run cheaper than American vessels?"

"They tell us that they want free ships because they are cheap ships," he replied, "They say that cheap ships are all that we need to enable us to regain our fair share of the carrying trade, How then do you account for the fact that we are behind England in our sailing vessels? To-day we can build sailing ships better, faster, and cheaper than any country on the globe—cheaper than they were ever built before. So far back as 1845 our clipper ships were acknowledged to be stancher and faster than any others. We sold some of them even to England, According to the statistics of the Buraau Veritas of France three-fourths of the world's teninge to-day is of sail. One-half of the world's freight is carried in sailing tonnage of England. Even Germany owns 3,201 sailing ships. How comes it that in the vast amount of commerce still carried on in sailing toes

THE GREAT OBSTACLE.

Surely there is some obstacle bosides the original cost."

THE GREAT OBSTACLE.

"What is the real obstacle?" we asked.

"Taxation, high rate of interest, and the dimenty of concentrating capital in this country," said Mr. Roach. "A private individual cannot maintain steamship lines. A 3,000-ton iron steamship of the first class will cost nearly half a million of dollars, and to have a line you must have about four of them, or an investment of \$2,000,000. Private individuals cannot afford such a vast outlay of capital. And when a company is started the taxation is too great to be borne. English capitalists readily invest their money under English laws, but thoy will not risk it under the practically prohibitory laws of this country. I'll give you an illustration. Suppose that the navigation laws are repealed, and that an American corporation wants to invest a capital of \$4,000,000 in the foreign carrying trade. It burs its from steamships in the chencest market—English. Say that it gosts ten steamships for that \$4,000,000, and puts five under the English and five under the American ling, thus creating an American and an English line, with a capital of \$2,000,000 each, both running semi-montily between New York and Liverpool, in competition with each other. The lax on the property of the American line in New York would be 25 per cent.—the same as the tax on houses and lois—without regard to the profit and loss on the investment. That would smoont to \$50,000 per annum. The English line in New York would be taxed only 1 per cent, on the net profits. Suppose the net profits to be 8 per cent., the English company's tax would be \$1,600, while the American company must pay \$50,000, even if its ships were tied to the door. Were its net enrings the same as those of the English line, the discrimination in tax against the American line would be \$4,500. All this for the privinger of carrying the American flag, when that kind of a tax makes it impossible for us to carry it at all. Now put this difference in annual taxation w while in Eugland it is only 3, without adding such a tax is this. Bosides, the ship carrying the English flag is not compelled to carry the suall without a fair compensation, while the American vessel is compelled to carry it for the mere letter postage."

FRANCE ON A NEW TACE,

France on a new tagt.

"Why is it that it costs so much more to build an American than an English ship?" was the next question.

"Because ninety per cent, of the cost of construction is labor, and American labor is dearer than European labor." Mr. Rosch answered. "And the American labor required to run the ship is dearer. In fact, the labor required in building is only a drop in the bucket. The number of days labor required to man a 3,000-ton fast from steamship, for two years is about equal to the number of days labor to build her. The life of such a ship is twenty-five years. Therefore there are more than twelve times more inbor required in the running than in the building of a ship. The lift is fact that we cannot build is used to conceal the big fact that we cannot run ships when we have got them unless taxation and other barriers are removed."

"Free-ship men say that if America allowed its merchants the same privileges in buying ships as France and Germany allow their citizens, we could compete with Eugland," we remarked.

John Rosch laughed. "France," he said.

ships as France and Germany allow their citizens, we could compete with England," we romarked.

John Roach laughed. "France," he said, has tried the plan for years. She has bought her ships from England. She has just as cheap labor to run them and as low taxation on capital and carnings as England has, and thus has not antages over us that we could never hope to office. What is the result? England's steam tonings is hearly ten and a half times greater, and her steam carring capacity hearly eight times greater, than France's total tonings of both sail and stoam. France now carries only a third of her own commerce. Germany has had this same experience. Well, after trying for years to build up a merchant marine by buring ships from England, and time before the same experience. Well, after trying dependent upon outsiders for her tools. France has awakened to the truth that no nation can ever maintain itself as a great carrying nation unless it can build its own ships, thus begoing the wast carries that must be invested circulating among its own people, developing its own reconfines, employing its own workingmen, and stimulating all its industries. France has geordingly decided to build her own ships. She has offered a bounty of 50 cents per ton for every rate run to be raid to all steamers recordingly decided to build her own ships. She has offered a bounty of 50 cents per ton for every rate run to be raid to all steamers received as absolute. The premium will be instrusional to approved by the Navy Department. The vessels are to be used by the Government in case of war. Where materials are imported for vessels there will be allowed to shipballiders, in place of duties, \$12 for every registered ton of from and steal, and slimitar allowances for other majorials.

on what men do, and not on what they say. The repeal of our navigation has would be worth more than 10,000,000 a year to England. No nation can afford to own ships to say great extent unless she builds them. We need more ships than any other nation, because we have more surplus products than other nations.

cant unless she builds them. We need more ships than any other nation, because we have more surplus products than other nations.

"Four years hence." Mr. Hench continued, "the great issue will not be revenue or the isriff, but lahor. It is nonsense to talk about buying iron 3.000 miles away when we have it at our own doors. It woult pay. Why, formerly England built her ships on the Thames. The whole businoss was afterward transferred to the Clyde, Why? Because the Clyde was nearer the coal and iron mines, and there was a saving in the cost of transportation. The built of our shipbuilding is at Chester and other points on the Belaware River. Why? Because the Clyde was nearer the coal and iron mines, and there was a saving in the cost of transportation. The built of our shipbuilding is at Chester and other points on the Belaware River. Why? Because that is the nearest point to our iron and coal mines. Pir tron is worth \$15a ton raw. Turn it into a steam engine and it is worth \$400 a ton. The difference, \$382, is paid for labor. It is the labor that wants protection and not the iron. Yet, with cheap labor and cheap from the sea. The money has been taken from our pockets, and she has multiplied this sum many times over. We have an American militia on the land, and we need an American militia on the land, and we need an American militia on the land, and we need an American militia on the land, and we need an American militia on the land, and we need an American militia on the land, and we need an American militia on the land, and we need an American militia on the land, and we need an American militia on the land, and we need an American militia on the land, and we need an American militia on the land, and we need an American militia on the land, and we need an American militia on the land, and we need an American militia on the land, and we need an American militia on the land, and the result of the may fail the money in a year than England has paid in aubsides since 1840. The needs of the land of the navigation la

SUGGESTIONS FROM THE BAY STATE.

The Special Committee on Railroad Transportation of the New York Chamber of Commerce has received, among other replies to a series of questions regarding the milroad problem propounded to prominent persons, a paper from the Railroad Commissioners of Massachusetts. The Commissioners say at the outset that they reply as individuals, not as Commissioners. They denounce discrimination on the part of railroads, and say that a commission like their own is the most effective preventive. The Legislature never intended and never had the right to permit a railroad corporation to discriminate in the matter of rates. "The prinporations is," the Commissioners say, "fully established in this State, and they have always been subject to governmental centrel in the interests of the public," These points are supported by many references to decisions of the courts and citations from the railroad laws of Massachusetts, and from them the deduction is drawn:

That without special lecislation, the mere acceptance of a charier as a common carrier binds the railroad company to furtish translable arounded and a company to furtish translable arounded and a constant railroad that willoud expressly reserving it, each State possesses power to control the corporation which it has created for the benefit of the public, so that the control of railroad corporations by the State, which the control of railroad corporations by the State, which is seems to be an open question and targined men in New York, has not only been assumed by the lecislation of other State, but is held to leave existed prior to such building, and treeld to exist by the courts of New York without lecislation. These principles have been fully adopted by the Surrence Court of the United States.

The Commissioners believe that a limit cannot be placed in advance on the charges of

without legislation. These principles have been fully adopted by the Supreme quart of the Cinted States.

The Commissioners believe that a limit cannot be placed in advance on the charges of ratiroads, but are in favor of the enforcement of the law that charges must be reasonable. They are not, however, in favor of a fixed rate per mile for freight, similar to the statutory limit imposed on the passenger traffic of the New York Central. They further say:

The amitation of profits seems to be just in principle; it has interior succeeded only in taxing the incoming of ratiroad men to device means for evaluate. Wherever the principle is adopted, it ought not to be evaded by any faise basis of cost or any form of watering. If the surplus earnings were rightly capied and legally expended in making needed improvements at honest prices, there is no reason why dividends should not be paid on the cost of those improvements. If those carmings had been pold to Auckholders in the form of dividends, and to all the cost of those improvements. If these carmines had been pold to Auckholders in the form of dividends, and the cost of those improvements at honest prices, there is no treason why dividends should not be paid on the cost of those improvements. If these carmines had been pold to the value of the road and the convenience and safety of abble travel. If there was evasion or any law in keyping these sarmines, that was the original so which it would be hard to reach now. If surminescardings were gained by anreasonable rates demanded and received, it certainly is too late to remedy this permitted wrone. There is no difference of opinion dimong hone-times were gained by anreasonable rates demanded and received, it certainly is too late to remedy this permitted wrone. There is no difference of opinion dimong hone-times were gained by anreasonable rates demanded and received, it certainly is too late to remedy this permitted wrone. There is no difference of opinion dumon hone-to many part of the Government in improving water

AMUSEMENTS.

Opera Bouffe at the Thalta.

Fraülein Marie Geistinger, long and favorably known in the principal theatres of Ger-many, made her first appearance before an American audience last night at the Thalia Theatre in the Bowery. The house was packed with an audience of her country people, and her welcome assumed the proportions of an ovation. That she deserves a high measure of applause is probable, less for what she did last night than for what her performance shows her

to be capable of doing in future.

The piece selected for the evening was Offenbach's "Grande Duchesse," in its German dress as "Die Grossherz gin." To the interpretation of the title role Fraulein Geistinger brings many flue personal qualities, and a nov-eity of treatment which, to an American au-dience, may well seem as striving as agreeable, though it certainly stands sharply off against the hitherto received traditions on this side of

though it estimity stands sharply off against the litherto received traditions on this side of the water.

Frankin Gelstinger, without actual beauty of feature, has a remarkably fine, stately, and imposing stane presence, and prepossessing manner. Her voice is a soprane, not very noteworthy for compass or warning of oder, buttrue, clear, and flexible. She sings with extrections and taste, and her gesture and novement are magnificant events at the greaty near acting. The strating feature of last night's performance was the strong emphasis she lays on the really dramatic and dignilled elements of her role. In her hands, the impulsive, eccutive, and—not to put too fine a point on it—rocating heaters of Gerofsten becomes something most pleasantly honest genuine, and wearnably. Her 2ccond act—the love-making with fraiz—was really a bit of admirable high consely, in which she was, ably seconded by that very good comedian, Herry, incide.

It aim, so I some doubt whether Frankein Gelstingers: a first-rate singer of opera bouffe, as her long time of France tredecessors have taught us to 1 Sterper 12s phrase. It is hardly open to question that size he as precomplished and mest attractive arises in the higher walls of the drama.

The opera, as regards the supporting cast, was fairly sung, and still better acted. General handless and the acting the drawn to the real and their was respectively in horse doubt and Frait ein Runter. The blantive idlove of Prinz Fard was very neatly drawn by Herr Lune, and Herr Schmele made an excellent Fritz—resp. I united the management of the Traine expect to present a series of German come dy and the realism German to know that after a burning of opera bouffe, the management of the Traine expect to present a series of German come dy and the enemation flustency more companies for the drama to know that after a burning of opera bouffe, the management of the Traine expect to present a series of German come dy and the enemation suggested by her first appearance has ovening.

GOF, CORNELL'S POLITICAL ECONOMY. Criticisms by Henry George - Where the Bur-

Gov. Cornell's proposition respecting the advisability of adopting measures to more fully tax personal property in this State does not meet the approval of Mr. Henry George of California, now in this city, the author of "Progress and Poverty," an economic work now attracting the attention of thinking men on

both sides of the Atlantic.

Mr. George said: "Gov. Cornell complains that personal property escapes taxation, paying only about 12 per cent, of the direct tax. It never has been, and never will be, possible to make anything has full assessment of personal property. A tax

be, possible to make anything like a full assessment of personal property. A tax upon personal property really resolves itself into a tax upon conscience. Goy, Cornell speaks of this tax as distinguished from the tax upon real estate, using the latter term in its legal sense, which includes both land and improvements. This is not a philosophic distinction. The true distinction is between property that is not the result of human labor, or land, and property that is not the result of human labor, or improvements and personal property.

The attempt to tax everything is everywhere a failure. It is not possible by any alteration of fiscal systems to equally tax that which cannot be hidden or carried off and that which is easily concented. The Commission appointed under the authority of the State of New York several years ago, consisting of David A. Welles. Edwin Dodge, and George W. Cuyler, recognized this fact, and proposed, in lieu of the tax upon personal property, a tax estimated upon the rental of the premises occupied by a firm or the taxpayer. This would be an improvement on the present system, but would not be the best. The true plan is to tax nothing but land values. The best scheme of taxation is that which wills it raises the largest amount of money with the least expense for collection, will bear as lightly as possible upon the production and accumulation of wealth, give the fewest opportunities for evasion or fraud, and rest with the greatest evenness upon all citizans. These desiderate can best be secured by confining taxation exclusively to what, in bolitical economy, is styled rent—that is, the value of iand, excusive of improvements. A tax upon the value of land does not bear at all upon production, for the value of land is in itself a value of rent cannot add to prices, or in any waveheek production. If a tax be imposed upon buildings, or extrages, or coats, or shoes, it must ultimately be added to the prices of these things, and be borne by the consumer, because, unless the production of these thi

before we came, and will be here after we have gone. Tax it as we please, there will be no less of it, nor so long as the tax does not exceed the value of the land can it in any way cheek improvement or raise prices. The tax upon land values is, too, the fairest of all taxes, for it taxes only from those who receive from the community a special advantage. No individual creates the value of his land, What would the land of the Astors be worth, if no one but they were her? Land values are the creation of the whole community. A tax upon them is, therefore, simply an appropriation by the State of what rightfully belongs not to private individuals, but to all of us. Land is, of all subjects of taxation, that which cannot be hid. Its value is easily ascertained, and the tax upon it may be collected at the least cost.

"Our present system of taxation is an utter absurdity. It is for the interest of all of us to have in existence the greatest amount of desirable things. To tax the production of these things necessarily tends to make them scarce. Capital is a good thing. Why should we tax it? So long as we need houses, is it not unreasonable to make houses dear by taxation? But, no matter how much we tax land, so long as taxation is confined to the value of the land, production cannot be made more costly, nor can anything be added to prices. To leave all else than land exempt from taxation would not, as might appear upon the surface, be the way to permit the rich to escape taxation. To tax everything is not to tax the rich, for, with a few exceptions, which come under the same law, all taxation, save the taxation upon the isn't a few exceptions, which come under the same law, all taxation, save the taxation to the sand, as the consumption of the rich, it fails with greater severity upon the poor.

"Land values are not only sufficient to pay all taxation, now levied—county, municipal, state, and Federal—tut to leave a large surplus, which is really the property of the whole peopie, and ought to be unitized for the benefi

HOW HAYES USES THE ARMY.

Promoting a Relative of Mrs. Hayes, WASHINGTON, Jan. 5 .- A few months ago Gen, Townsend, Adjutant-General of the army, was retired to make room at the foot of the list of Assistant Adjutant-Generals for a Captain

of Assistant Adjutant-Generals for a Captain whose sole qualification for the position seems to be that he is a brother-in-law of an Ohio editor to whom the President was under special political obligations.

The vacancy created by the death of Gen. Myer was promptly filled by the appointment of Gen. Hazen, the son-in-law of another Ohio editor. Later Gen. Marcy, Inspector-General, was retired, and now Col. Schriver of the same department is also retired, although it is very certain that these officers are fully competent to perform all the duties of their offices. These retirements are made for the purpose of appointing in the Inspector-General, see the expense of Mrs. Hayes. This officer, Capt. Breckinridge, has no special claim whatever, other than that mentioned, for such promotion. In order to throw it open to him, however, the changes necessary to be made increase the expense of the army establishment just \$11.625 per year; yet no one in or out of the army pretends to say that the efficiency of the service is increased in the slightest particular.

Capt. Breckinridge's name will be sent to the Senate in a few days.

TOPICS BEFORE CONGRESS.

Mr. Kernan's Solution of the Silver Problem -Relies of the Fathers.

WASHINGTON, Jan. 5, -A bill introduced in the Senate today by Mr. Kernan (Dem., N.Y.), to regu-late the comace of standard sliver stallars, proposes to the the estimate of standard silver dollars, proposes to repeal so much of the Counce not of 1878 as requires the Secretary of the Treasury to purchase silver buillion, and to coin not less than two nor more than four million toll into per month. For buill next provides that the Secretary of the Treasury shall be easier coin only such as amount of standard silver dollars as he may find accessary to meet the domination them.

Mr. Johnston Dinn, Var. introduced a built for the purchase and printing for the library of the manuscript treatise and printing for the library of the manuscript treatise and printing for the library of the manuscript treatise and printing for the library of the manuscript treatise and printing for the library of the manuscript treatise and inches of the second of over the warrianton power in the passension of the library of Groups Lewis, to whom if the passension of the library will.

Mr. Peralletin Dem. (1) presented a memorial of the Chieffich of the library of the library of the stream of the library screal so much of the Course not of 1978 as requires the

An ex-Policeman's Advice to Thieves.

George Smith was tried in the Hudson County Court of tiemeral \$ said as experient for burglary. He with George M. crisson, broke talls the ciril fectory of

Countess. The horsemen had assembled in force at Lambert's, on St. Nicholas avenue, in anticipation of the event. Louis Loriliard was there with his new stallion Pebble, a fine bay, said to be very fast; William H. Harbeck reined up his black gelding Yulcan to see the sport; Gen. Nay joined them with his bay gelding

black mare Julia; Peter Moller behind Laura and mate; Sam. Weeks behind the brown gelding Major Root; Amos Little with his bey gelding Sliverton; Timothy Eastman driving Red Jim and Gieniale, and ascore of other conspictious men of the road from the city, Brooklyn. Long Island, and New Jersey were on hand.

A few minutes before the start it was rumored that Countess wouldn't start. Mr. Gilmore, when asked about it, said the judges named in the articles of agreement had refused to serve, Mr. Diekerson then said; "I will select a judge and you may select a judge." Mr. Gilmore decilined, Mr. Diekerson then said; "I will select a judge and you may select a judge." Mr. Gilmore said that Mr. Diekerson might start if he wanted to, but he (Gilmore) wouldn't rase, as the judges had decilined of yudges a mounted policeman rode up and fortsade the race, on the ground that it was against the law to trot for money on the up-town avanues. Mr. Gilmore said that he did not want to break the law and stant the chance of being locked up all night, and that was an additional reason for his declination.

Mr. Dickerson went on with his preparations, and selected John Murphy, Shepherd F. Knapp, and Mr. Vincent for judges. He then drove to 135th street. Mr. Dickerson then said to John J. Bradley, the stakeholder, "I have driven over the course to went for yudges. He then drove to 135th street. Mr. Dickerson then said to John J. Bradley, the stakeholder, "I have driven over the course with my horse Tormentor. I have done all I could. I claim the stakes."

But Mr. Knapp had driven off up the road, and could not be found.

Mr. Dickerson continued: "Countess is lame, and they can't get her out of the stable. The parties backing her, instead of acting like gentlemen and owning up by trying to compromise with me, have sent to the police station to stop the race. They have gone so far that I have determined to claim the whole stakes."

Mr. Gilmore said to Mr. Bradley: "I enter a protest, and forbid you to give the stakes up, on the ground th

Two Papers, Both Daily. From the Springfield Republican.

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MIL Bessen Superior and Charles at Shirt Pray Cont. Pr

With finite a "Trasteless" Cad Liver out Lime and Wild Cherry. Bell by dringlets. Depart to havery. - 4 fe.

COUNTESS FS. TORMENTOR.

Why Mr. Gilmore's Chestant Mare did not

Meet Mr. Bickerson's Bay Pacer.
A half-inlie dash to sleighs for \$1,000 a side, play or pay, between Ed. Gilmore's chestnut Countess and George Dickerson's bay pacer Tormentor, that was arranged to take place yesterday, did not occur, owing to the fail-ure of Dan Mace to put in an appearance with Garry Owen; Col. Kip came along with his black mare Julia; Peter Moller behind Laura and mate; Sam. Weeks behind the brown geld-

New York Stock Exchange-Sales Jan. 5. | 10 U.S. cur 6s. 98 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 128 | 1

CLOSING PRICES.

1900 N. Pac. pf. 177-1829, 1001. Scient RUNNO marks. 1750 Ohio & Miss. 577 (2075) 1001. Scient RUNNO marks. 1505 Ohio & Miss. 577 (2075) 1001. Scient RUNNO marks. 1505 Ohio & Miss. 577 (2075) 1015 Scient RUNNO marks. 1505 Ohio & Miss. 207 (2075) 1015 Scient RUNNO marks. 1505 Ohio & Miss. 207 (2075) 1015 Scient RUNNO marks. 1505 Ohio & Miss. 207 (2075) 1015 Scient Runno. 1517 Scient Runno. 1518 Scient Runn Sterling exchange closed at 98% for 60-day; and 19% for eight.

and 99% for sight.
Internal revenue receipts, \$219.8501 customs, \$803.861.
The directors of the Louisville and Nashville Railroad Company declared to-day a sumi-annual dividend of 3 % cent, rayable Feb. 1, and submitted the following reported operations for the six months ending Dec. 31, 1530; Net earnings, \$2.206.331.15; other receipts, \$95.342.18; total, \$2.301.673.35; interest charges for the six

months, \$1.610,000, and dividend of 3 \$ cent., \$548,900, leaving a surplus of \$147,878.33.

shoulds, 8.10.000, and dividend of 3 w cont.
\$548,900, leaving a surplus of \$187,782.33.

From the Comptroller's annual report it appears that the total debt of the State of New York is now altogether only \$9,114,054. Of this \$5,000 is old bounty debt not yet presented for payment, and \$122,694 is a funi held for payment of Indian annuities. The remainder, \$8,988,360 is canal debt, redeemable at various dates from 1883 to 1895, and against it a sirking fund is held of \$2,061,480, leaving the actual amount to be provided for \$6,996,879.

The masters who have been taking testimony in Philadelphia on the question of the postponement of the annual meeting of the Philadelphia and Reading Raifroad Company, forwarded their report to Judge McKenna of the United States District Court at Plitsburgh to-day. It concludes as follows: "We are of opinion that the petition should be dismissed." The question will be argued in Pittsburgh to-morrow morrhing.

A despatch from Paris to the Special American

morning.

A despatch from Paris to the Special American Committee of the Panama Canal announces that a preparatory expedition of engineers and artisans left. Havre to-day for Panama direct, and will begin work as soon as they reach their destination; also that a number of laborers and supplies will be at once secured in New York and New Orleans for the work.

New York Markets.

WEDNESDAY, Jan. 5.—Flour and Meal.—Dull on the sput, and choice grades of flour were weak, the business on extreme low grades for arrival continued the business on extreme low grades for arrival continued the business on extreme low grades for arrival continued the business on extreme low grades for arrival continued the business on extreme low grades for arrival continued the business of extreme the grades for arrival continued the business of the grades of the grades

ern dairy, ligane, factory, 125,020c. thereso from State factory, 196,0135,c., skinn, 5005,c. (Seese firm at 35,015,c.) skinge. Western and State; limed, 31,020c.

60.20c.

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Live Stock Market.

MARINE INTELLIGENCE

Sun rises 7 21 Sun sets 4 DD Moon sets ... 12 00 Sandy Hook. 12 33 Gev. Island. 1 11 Hell Gate. . . 8 00

Ss Abyssinia, Douglass, Liverpool Dec. 25, and Queens awn 25th Ss Scythia, Haines, Liverpool Dec. 25, and Queenstown th. State of Indiana, Sadler, Glasgow Dec. 24, and Larne

Sa State of Indiana, Sadjer, Giasgow Dec. 24, and Larne
221
Denmark, Robinson, Londen,
Scotway Tower, Porter, Liverpool,
Scotway Tower, Porter, Liverpool,
Scotway Tower, Porter, Liverpool,
Scotway Tower, Porter, Liverpool,
Scotway Giasgow, Scotwand,
Scotway Giasgow, Swinderson, Guarleston,
Scotway Grienne, Halsey, New Orleans,
Scotway of Adants, Nickerson, Guarleston,
Scotway of Adants, Sew Orleans,
Scotway of Adants, Sew Orleans,
Scotway of Adants, Sew Orleans,
Scotwand, Giasgow, Scotwand,
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Sa City of Liverpool, from New York, Dec. 21, at London, Sa Suevia, from New York Dec. 23, at Hamburg. Sa Anchoria, from New York Dec. 23, at Hamburg. Sa Anchoria, from New York Dec. 25, at Moville, on hey way to Glasgow. Sailed from foreign forts.
Se Celtic, from Queenstewn, for New York.

MARKIED.

MARRIED.

BACKUS-KINNEY-At Rome, N. V., 6ec, 22, by the Rev. James III Taylor, B. D., 98wall Produss Backus to Frances inside y Kinney.

CLAALS, LLEWIS - His the Suth ult., at Trinity Church, Phits-burgh, by the Rev. William A. Hitchcock, D. D., R. Neilson Chark of Cohranto Scienge, Cob., to Many A., damehler of the late A. Kirk Lewis.

CLAYHUTG - SUSHUER - -ill. Cristinas afternoon, Dec. 25, at the Church of the Transdigornion, by the Rev. Dr. Houghton, Edward Caviner of New York city & Lillians, eldest daughter of Dr. G. W. Speuces of Fills 18 (1911), at Die pastoc's resiliance, Charles W. Roll, to Jerme K. Wallace, daughter of Henry Wallace, Esq., all of Suis-City.

DIED.

ALCOUR -On Townbar, An. 4, 114 A. M., Fanny, eld est maggibles of William P, and Catherine Alcour, aged by each ministry and Cather.

Vagners on Thirshold, June G, at I. P. M., from the residence of his parents, Jun G, at I. P. M., from the residence of his parents, Jun E, at 120 h, st., to Univary Cease to y. Belavious and remainders invited.

HEADY -40 a Townbay, Jun 4, Ann Brady, belored wife Mark Early B, the Soilt year of her and.

Fracings and relative wearing of to utanni the funeral room for last teridonics, Jule Bark 2 th st., on Friday, the June 1, at II obelone.

PORAN--it his late reddening, to Backett st., Brook lye, Michael Doran, agod 43 years.

Hintives and Problems, the Late reddening to Backett st., Brook lye, Michael Doran, agod 43 years.

Hintives and Problems of the Michael Soil of the discrete for the star of the law of the star of the funeral on First v. at 2 of clock P. M.

GALLACHIEL -Ch. Des star Jan A. Annie B., eldes daugher of the law Value and Problems of the make, Mark to the law of the l Thomas W and thomas havened the series of the series from 88 Wes fast rate 'Penal Lond Sound Cit.
hally the brooking on Jan 5 Kuzabath, who w High Kelly and friends are invited to attend the forcers than two rate and the mass of the walkers of a very rank of a 22-21 f. M. in flow the consideration of a 22-21 f. M. in flow the consideration of a 22-21 f. M. in flow the consideration of a 22-21 f. M. in flow that A Lighthall, in the 76th .

VINUKNEY - soldenly, Logens Pinckney, in the 27th year or livelize and the New York, Jan. 4, after a lingering illinear flow, the wise of John Sirweri Young.

Funeral services Froday moneting, at 10 o'clock, at St. Pater's Chiroch, Caption little, wastington, D. C. tings required masse. Friends of the landity respectfully in vision to action.

BEANESS PAIN-KILLING MAGIC OIL, At the first and anodalize a botto, comes reconstation, prints to the at edge, back, closed a condern, and below to the content of the anodalized property of the sense of the anodalized the remode. First by the reconstruction of the remode.

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John switton's TRAVII-8-5-8 - 104 Inspection of the Company of the